RAILROADS.

LC	CAL TIM	E TABLE	
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		daily daily	
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7.50 p. m 8:30 a. m	No. 1 o	daily daily laily	9:05 a. T
1 85 a m	No. 7 d	daily	4:35 p. 1
MISSO	UKI, KANS	AS AND TE	XAS

ATTIVE	NORTHBOUND.	2.00 Sept. 4.00
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	TRANSCONTINENTAL	1
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	SOUTHBOUND.	
- 44	A CONTRACTOR OF THE PARTY OF TH	

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p.m. Pacific trains Nos. 5 and 5 only etop
two late. T. C. Jinctica. Atlanta, Jeffer
Marshall. Longy lew Junction. Big Sandy
cia, Wills Point, Terreit, East Dallas.

FORT	WORTH AND DENY	ER.
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	LORADO AND SANT	
Arrive.	SORTHHOUSE.	Leave
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F. DB. Illiania	No Pulatity	2000
2:30 p. m	20 9 daily	some m

FORT WORTH AND ING GRANDE . Fort Worth 2 (0 p n FORT WORTH AND NEW ORLEANS Arrive No. 44, nucl. 5-40 p. in.
No. 48, accommodation 9-15 a.m.
F.00 p. m. No. 45, accommodation 9-15 a.m.
F.00 p. n. No. 47, accommodation 270 p. n. No. 47, accommodation 270 inc. a

ST LOUIS SOUTHWESTERN Memphis Express.... 8:30 a u WEATHERFORD, MINERAL WELLS AND

NORTHWAY COERN RAILWAY. he was not the line male direct connection by Texas and Pacific railway train. Nos-fund foat Weatherfoot, busing Fort Westla a Texas and Pacific railway) and arriving at actal West as follows.

TABLE OF DISTANCES

The following table shows the distances from Fort Worth of some of the important points in as well as outside of Texas.

MISSOURI, KANS	SAS AND TEXAS.
No	orth.
Waganer 268 Denison 96	Chicago cla St. L 1000
So	uth.
Beiton 138 Bastrop 197 La Grange 279 San Antonio 279	Hillsboro 55 Temple 123 Taylor 162 West Point 221 Austin 198 Laredo 432
TEXAS AN	D PACIFIC.
Fastara	Division.

Marsall. Jefferson. Atlanta

Di Colorado City Dig Springs 115 Peco-140 Sterra Blanca Lei El Paso Transcontinental Division. COTTON BELT ROUTE.

GULF, COLORADO AND SANTA FE

	So	uth.	
Cleburne Acrean McGregor Cemple	103	Cameron Caldwell Brenham	189
	No	rth.	
Satnesville	104	Wichita, Kan Kansus City	Mile: 376
FORT WORTH	f At	D DENVER CIT	٧.
Decatur Supert Bellevae Brileta Wichita Falis Beaver Harroid Verson Quanah	79 95 114 140 147 183	Childress Salisbury Clarendon Goodnigut Amarilio Hartley	298 298 308 450 679
FORT WORT	H A	ND RIO GRAND	E.
Granbury Stephenville.	diles 40 10	Dublin.	Miles (A)
HOUSTON A	ND	TEXAS CENTRA	L.
-razatachie	diles	Calvert	Miles 158

Special to the Cazette. DENISON, GRAISON COUNTY, TEX., July for assenting a guard and escaping from the county convert gang in that county a year are. Johnson had been working in an inecream parlor here several months. He will be taken back to Ellis county at once.

117 Navasota 117 Navasota 118 Hemostea

THIS IS FOR YOU.

Cheap Round-Trip Tourist Tickets, es the leading health and pop that pleasure resorts, operates the most complete passenger equipment and is the only line running solid daily trains from City ticket office, 401 Main street.

A HEATED QUESTION

Where Shall We Go For Health of Pleas urcl riobe is there to be of climate, scenery and cheap resorts to equal that tributary to the

Union Pacific Route. Ticket office 401 Main street and Union THE RAILROADS.

Texas Coal.

Col. R. D. Hauter has been in the city Co. R. D. Hunter has been in the city this week, says the Railway Register. He comes from Fort Worth, Tex., where he is operating large coal interests on the line of the Texas Pacific. He reports a daily sale of upwards of 1000 tons of coal from his mines per day. This coal is said to be the equal of any now offered in the Texas markets. He says the coal is suitable for coking purposes, and before many months his company will establish many months his company will establish large coiting overs to supply the Southwest-ern-territory with all the color required. The colonel is enthusiastic on the subject of coal and coke, but has a rod in pickle for the new Texas railroad commission.

The Alton Differential.

One of the most striking examples of playing the baby act ever offered by any read is now shown by the Alton in demanding a differential on Kansas City-Chicago passenger business of \$i on each ticket. The Alton has steadily maintained that the poycott was a benefit to it, yet it now says that because of the difficulty its passengers have in extinct though it should be allowed. have in getting through, it should be allowed a differential of \$1. That is: The fare from Kansas City to Chicago by all lines is \$10; the Alton insists that it should be allowed to sell for \$0. The other lines can't see it just that way, and insist the Alton has no right to ask for a differential. The outcome of the contraverse, will be The outcome of the controversy will be awaited with considerable interest.

As to the Kary. The successful management of the Mis-souri, Kansas and Texas properties, under Receivers Cross and Eddy, has been so marked as to elicit the following editorial marked as to elicit the following editorial from the Lallway Age, a recognized authority on railway matters: "The Missouri, Kansas and Texas is one of the few railways which have come out of the hands of receivers without foreclosure sale and in a more prosperous condition than when they were in. This important system operating 1522 mines, was placed in the Prociver's hands November 1, 1888. In the little more than two years and a half that have elapsed it has been greatly improved in physical condition and in business and now returns to the position of a linancially solvent company, with one of the reservers as president and with the other officers all retaining the positions which they have proved themselves so well qualified to fill."

Will They Alone Shut Down?

It certainly was an unpleasant surprise to ead the announcement on Friday that the look loc motive works of Paterson propose lessing their doors, and that 1000 propose lessing their doors, and that 1000 men have seen discharged, says the Wall Street News. This is the more interesting be-ause it has been thought that the loca-notive bullders and car builders would be kept busy right through the fall. This establishment is one of the best known the country, is favorably located in a osilion to get coal and iron upon most avorable terms, and in a thriving manufacsuring city, in which a number of skilled mechanics live, so that the company is not sampelled to arrange for mechanics from other cities. Our own information from railroad managers is that there will be a de-mand for locomotives, which will result in a spendy opening of the works. The matter assumes the more interest because the activity of the Cook locamotive works has very much to do with the traffic of the Erie railcoad. That company sumplies them with coal and iron, and the closing of an im-portant industrial institution for a short time! will assuredly interfere with the traffic earnings of the Erie.

RAILWAY CONSTRUCTION. The Railway Age's Statement of the Work

of 1891. The reaction on the part of the great rall way companies and of individual capitalists from the disposition to arrest vast sums of money in the construction of railway lines in new territory, or in competition with lines already in operation, has been so marked for the last two or three years and is still so pronounced that there is a gen-eral impression that railway building has ceased, says the Kallway ago of July 11. It is true that the excitor was between rival strue that the exciting race between rival companies to push out new lines farthest me most rapidly into the wilderness has and also that Eastern and foreign apitalists are not ready to lay down their money in exchange for the bonds of every railway enterprise which may be presented. railway facilities, and that new construc-tion is straidly going on in almost every portion of its wide domain, not now so much for speculative purposes for the ben-cit of the promoters, but to meet the legit-imate domaids of various localities for better means of transportation. Hence we find by a careful survey of the entire field that already, during the first six months of 1891, at least 1728 miles of main-line track have been last in the United States in thirty eight of the styles and territories, may 129 times as the following table shows: apon 139 lines, as the following table shows SEMMARY OF TRACK-LAYING, JAN. I TO JULY I

	No.	Miles
Maine	1	5
New Hampshire	142	17
Massachusetts	11	4
Rhode Island.	9	-4
New York	- 1	22.5
New Jersey	6	54.61
Pennsylvania	114	138.5
Maryland	1	-3
West Vincinia	- 2	85.4
Virginio	16	104.87
North Carolina.	- 8	NN 165
South Carolina	4	105.5
Georgia	-30	173.9
Plotoia	1	9
Alabama		119.6
Louisiana		41.1
Louisiana Tennessee	100	100
Kentucky	30	16.75
		91.2
Ohlo.	99	28.57
Indiana		14.42
filtinois	A4.	112
Wisconsin	92	98.5
Minerality	- 20	36.3
Minnesota South Dakota	44.	201.9
Lanca Localitation of the Control of	7	5.5
lowa Nebraska	- 1	95.5
Missouri	12	19
Arkansas	4	40.5
	- 3	20 85
Texas. Colorado.		7.3
Wyotning	190	20.2
Montana	- 5	(9)
	4	80.7
California.	1	1.00
New Mexico	1	ii.
	22	177
Oregon.	11	135
Washington	14.4	1349
Total in 38 states	199	1,728.42

Considering the financial conditions and the indisposition of the great railway com-panies, in view of past experiences, to in-fulge in large extensions of their existing systems, we think this statement shows systems, we think this statement shows rather surprising results, since the track half of the year is always very much less than half of the total for the year. It is especially to be noted that almost all sections of the country are still adding to their rallway mileage, track hav-ing already been laid this year in thirty-cight states and territories, leaving only hine which thus far report no additions. these being Vermont, Connecticut, Dela-ware, Mississippi, Kansas, Indian Terri-tory, Nevada, North Dakota and Idaho, It is probable that all of these will have some new mileage to report before the end of the year, while in most if not all the other states a very much larger mileage than that sported completed is under way, and will

be finished in 1891.

The states which thus far have shown the createst activity in track-laying are as fol-ows: Georgia, 10 lines, 174 miles: Pennsyl-rania, 13 lines, 139 miles: Washington, 11 miles, 135 miles; Alabama, 4 lines, 120 miles; South Carolina, 4 lines, 107 miles; Virginia, 6 lines, 105 miles. Considered by geographical groups the South continues to show the greatest activity, nine Southern states having added 713 miles on forty-six lines; while in the whole great Trans-Missouri and Northwest region to the Pacific coast, including Wisconsin and Minnesota, it appears that in six-

tee tates and territories the new mileage

thus far is only 571 miles, although fortyfour lines are represented. The six great
Middle states, including Pennsylvania and
New York, show 219 miles on thirty-four
lines, while only four of the original New
England states return any addition, these
amounting to only twenty miles on five
lines. It is notable that the Western states
in which the Farmers' Alliance movement
and the demand for restrictive railway legislation have been most active show very
little new construction, Iowa only reporting
five and one-half miles, Nebrask, with a
vast unoccupied area, only twenty-five and
one-half miles, and the great state of Kansas, which in one year built over 2000
miles, having not a mile of new road thus
far to report. In these states also the number of new railway projects is extremeber of new railway projects is extreme-ly small compared with those in previous years or in some of the other states at the present time. Thus while our files for the past six months have recorded only twelve new enterprises, including mere incorporations, in Iowa, only fourteen in Kansas, and fourteen in Nebraska, they have shown in the neighboring state of Missouri no less than thirty-four lines, in Oregon thirty-one, in Washington forty-six, and in Texas, where the anti-railway agitators have been restrained by the admitted need of the state for more railways fort-sixe. restrained by the admitted need of the state for more railways, forty-two.

As for the probable mileage for the entire year we feel warranted in predicting, judging from the number of lines under construction and from the proportion for a term of years of the mileage of the first six months to that of the whole year, that it will reach about 5000 miles. There are several enterprises of considerable extent on which work has been suspended after much money had been spent in grading, and if the

money had been spent in grading, and if the financial outlook seems to warrant investors m placing money in such undertakings it is quite probable that the total for the year will be considerably increased beyond this estimate; while on the other hand it is of course possible that a financial flurry may have the effect of course possible that a financial flurry may have the effect of delaying the completion of some lines that are already well under way. The new railway construction of 1890 reached a little 27cr 6000 miles, and in no year since 1885, when it dropped off to about 3000 miles, has the total been less than 5750 miles, while in the notable year of 1887 it reached nearly 13,000 miles and in the following year amounted to 7028, and in the preceding year to 8067 miles. A total of less than 5000 miles, therefore, would indicate an unusual failing off in the development of the country which the general appearance of prosperity and progress does not seem to of prosperity and progress does not seem to indicate. It will be noticed, by examining the detailed statement of tracking any on another page, that the average length of lines thus far tompleted is very small, a fact which is rather gratifying than otherwise, as it indicates that these roads are being built for business, which is believed to be in sight, and not for the purpose of getting ahead of or punishing a rival company.

A LOST RIVER

The Southern Pacific Would Like to Know

Where it Is. According to the Los Angeles Herald, the According to the Los Angeles Heraid, the Southern Pacific railroad company has lost a river, and in consequence has a bridge whose occupation is gone. The Whitewater river has flowed from the Sierre Madre mountains across the sands of the region just this side of Seven Pains as long as any one can remember. The station

one can remember. The station of Whitewater was located where the river crosses the railway and was supplied with water from its current. During the last heavy rains the Whitewater rose in its might and devastated the whole constructions. Whitewater rose in its might and devas-tated the whole country round about, wash-ing out the bridge and the road-hed, and playing the mischief generally. Soon the cains and the river stopped simultaneously, and the river has not been found since. It appeared to become ashamed of itself for doing so much harm, and has apparently stank away in disgust and sorrow. It is entirely gone. At no point does it cross the railer ad, as it would have to do were it still in existence in some new course. The railn existence in some new course. The rail-oud company, in order to secure water for oad company, in order to secure water for a station at Whitewater, has been obliged its station at Whitewater, has been oblined to build a pipe line way up to the mountains at considerable expense. All last summer, during the hottest, dryest weather, the river ran pacially along—in fact, it has never failed until after its "iag" of this winter. Now it forms one of the mysteries of that mysterious region, the Colorado river desert, and perhaps is flowing by the Pezleg mine, and possibly rippling beside the treasure-laden Spanish galloon which lies somewhere in that region buried in sand.

\$50 for the round trip to Pacific coast points via Fort Worth and Denver and Union Pacific.

A CATTLE THIEF.

Arrested in Pueblo, Col., and Wanted in Texas-He Says He Will Drag Others in the Trouble With Rim.

pecial to the Cazette. PUEBLO, COL., July 11.-John Bradley PUBBLO, COL., July 11.—John Bradley Crockett was arrested in Pueblo to-night by Deputy Sheriff Roberts, charged with being a fugitive from justice, formerly of Pecos county, Tex., and seven indictments have been returned against him by the grand jury for cattle stealing. On the first one he was released on \$1000 bonds, out skipped out. To your correspondent he said he had been trying to keep quiet and lead a respectable life, but now he was in the toils, someone else would have to look the toils, someone else would have to look out; he was going to have three or four others join him, and they were all considered good upen in Pecos. They were to blame as much as he, but had not tried to help him out, and they would have to explain a few thines. plain a few things.

This Is the Best Route. The Is the Best Roate.

The Fort Worth and Denous City rall-way, in connection with Critica Pacific, is the only direction quick route to Denver.

Sait Like City, Portland and San Francisco and all poins north and northwest. Ticket office 401 Main street and Union density.

Eureka Springs, Ark. This famous health and pleasure resort offers to the people of Texas advantages somer reached, it costs less to get them, when there you can get better decommodations for less many. It costs less to get them, when there you can get better decommodations for less money. It contains more of the essentials to be be the and comfort, viz. a wint severion, pure air, unrivaled medicand waters, cool and refreshing breezes, admissible severior. inosquitoes, and withal grand and beautiful scenery. The Crescent hotel has no supe-rior in the United States. For descriptive pamphlet, apply to Manager Crescent hotel Eureka Springs, Ark.

AN UNPOPULAR MOVE.

Gen. Barrios' Candidacy for the Presidency of Gustemala-An Attempt at Assassination.

Special to the Gazette. Special to the Gazette.

City or Mexico, July 12.—A Guatemala letter says the candidature of Gen. Reyna Barrios for the presidency is unpopular, and that Barrillas is trying to force him on the people, though Barrillas denies it claiming that he is for neither candidate, nor will he sustain any candidature.

An attempt was made in broad daylight to assassinate Arru Saborio, the founder

to assassinate Arau Saborio, the founder and writer in El Cronista. The attack is ascribed to the government, and the Leor-onti publishes an article in El Cronista askseek for the murderers among the courtiers, and that Barrillas, to cover appearances, has demanded the resignation of his cabinet, and that if he is just, some members of his late cabinet will be arrested as being implicated in the attack on Saborlow whose wounds are demonstrated. rio, whose wounds are dangerous. Daily the position of Barrillas becomes more

Plainview, Hale County, Tex. Come to Amarillo and get toom the at the "Hotel Amarillo" or the county seat of Hale stage line to Plate over the county seal of Hale the county on the central plains.

Several People Lose Their Lives and a Number Wounded

IN A RAILROAD ACCIDENT.

It Occurs on the Midland Road Eighteen Miles East of Aspen, Col. -Particulars of the Frightful Mishap. The Killed and Wounderl.

ASPEN, Col., July 12 .- A horrible railroad accident occurred at Aspen Junction, eighteen miles west of Aspen, on the Mid-land road, at 11 o'clock Saturday night. A land road, at 11 o'clock Saturday night. A train of baggage cars and one passenger coach was returning to Aspen from Glenwood Springs. The passenger coach contained about thirty passengers, mostly Aspen people. The train was backing to the switch at Aspen when a road engine was run out of the railroad round-house and the rear end of the passenger train hit the check-valve on the side of he boiler, which exhausted the hot steam into the broken end of the passenger car, so alding thirteen passengers—five men and seven women and one child. The car was thrown from the track. The passengers thrown from the track. The passengers arrived at Aspen in the baggage car at 1.30 a.m. All possible was done to releve the sufferings of the unfortunate passengers. Those who have died at the present writing are. ng are:
Mr. and Mrs. A. B. Rodgers, of Woodey.

Miss Annie Pheian, of Cardiff, Col., aged

eventeen years.

Mrs. A. L. Willoby of Glenwood, Col.

Mrs. John Baldwin of Glenwood, Col. Frank Mills, Aspen, Col., and baby. The wounded, with hopes of recovery, are Frank Mills, Mr. and Mrs. Joseph Leonard and sister, Mary O'Donnell and Frank

The coroner's inquest will be neld this Mrs. Willeby was the wife of the assessor of Gardeld county. Mrs. Baltwin's husband is in Chicago.

AT A COLORED DANCE.

The Usual Altercation Ends in a Woman Reing Mortally Wounded-No Razors Were Used This Time.

Sr. Lours, Mo., July 12.—At a colored dance held at Cahokia, Ill., a small hamlet across the river, two of the men present became engaged in a quarrel at 3 o'clock this morning as to which one should be favored by a woman who was undecided to which one to give a dance hat both negroes claimed. Finally one o them drew a revolver and fired at his an-tagonist, but not before the woman had thrown herself across the breast of the object of the revolver. The man's life was saved but the woman, whose name is Cath-arine Broeds, was mortally wounded. The ball entered her back and passed nearly through her body.

RETURNING FROM MASS.

One Fellow Takes a Shot at a Companion. Failing to Kill-He then Kills Himself to Prevent a Lynching.

Sr. Louis, Mo., July 12.—Murder and self-slaughter were this morning commit-ted at Poos, nine miles southeast of here. Frank Bodemans, a teacher of a Cath-olic school, and Joseph Frank were coming from mass at 9 o'clock, when Frank fired (at Bodemans with a revolver. The bullet took effect but did not kill, it being left to the second shot to accomplish that result. Frank then, in the presence of a hundred or more persons, turned the re-volver against himself and took his own life. Had he not done so be would have been lynched, for the crowd was in the mood for a lynching, being greatly incensed at what was considered a cold-blooded ecting. Volverson whatever on he assigned crime. No reason whatever can be assigned

Havana Sugar Market.

Havana, July 12.—Sugar—The market vas quiet during the past week; holders vere too high for buyers, and in conse-mence only a small business was transted. Stockers are scarce. Quotation are as follows: Sugar-Regular to good polarization, \$2 12\(\frac{1}{2}\)6\(\alpha\)2 25\(\frac{1}{2}\); muscovado, fair to good refining, \$5 to 90 degs. polarization, \$2 12\(\frac{1}{2}\)\(\alpha\)2 25: centrifuigal, 92 to 96 degs., \$2 68\(\frac{1}{2}\), Receipts in warehouse at Havana and Matanzas, 63 boxes, 1.276.000 to 25\(\frac{1}{2}\)000 boxes. bars, 3300 hogsheads. Receipts of the week, 11,500 bars and 3300 hogsheads. Exports, 59,000 bars, 507 hogsheads, of which 57,000 bars and 148 hogsheads went the United

Get One Free.

The Fort Worth and Denver City in con-nection with the Union Pacific railroad is first in the field with an elaborate illus-trated Westgrage or book, free for those contemplating a summer trip. Call at city office, 40! Main street, and secure a cyclo-pedia of information regarding the numer-ous and chean summer resorts reached by ous and cheap summer resorts reached by the Union Pacific railway.

THE CHEROKEES' KICK."

A Receiver Appointed for the Cherokee Strip Livestock Association.

CALDWELL, KAN., July 11.-Charles Gam brell of Wellington was appointed receiver vesterday of the old Cherokee Strip live stock association, on application of the Cherokee Nation, which claims to be a creditor of the association for \$200,000 lease money, which the association refused to pay, when they were ordered to vacate by the governor. Mr. Gambrell took possess-sition of the association's office and assets in sion of the association's office and assets in this city to-day. The assets consist wholly of office fix ures and notes given in pay ment for grazing privileges, which notes are long past due and practically worthless

One Fare Rate to Chicago and Return. The Cotton Belt route will sell that is to hicago on July 15, 16 and 17, at the rate of me fare for the mondaritie. Tickets good hirty day for return. Passengers have object of routes via Memphis, St. Louis or Cairo. For all information call at ticket office, 401 Main street, or address G. W. BARNHART, General Agent, Fort Worth, Tex.

HIS FIRST LOVE EN ROUTE.

A San Antonio German Let Cupid Lead Him Astray-Skipped Out.

Special to the Gazette. SAN ANTONIO, TEX., July 12.-Five years ago a German gardener named Reli came to San Antonio and went to work for Banker Lockwood. Subsequently he wrote his bockwood. Subsequently he wrote his wife to sell out and come over. She was delayed, and Reil fell in love with a local woman and married her. Recently his German wife landed in New York and wired him that she was on the way. Rell could not face the music, and skipped. Officers are looking for him on a charge of him with the start wife will arrive to the property. y. His first wife will arrive to-mor-His so and wife is in tears.

Put You'der of Foot-Wear.

Logan & Evant one had a great run on fine goods since the commencement of the ten-day sale. \$7.50 shoes for \$5 ought cerfine goods since the commencement of the ten-day sale. \$.50 shoes for \$5 ought cer-tainly to draw a crowd any time.

as you lay plans to increase your business, that THE GAZETTE is read by 30,000 people every day

SCALDED TO DEATH. Railroad Fare Refunded!

To those who purchase

FARM LANDS OR TOWN

Dublin Land and Improvement Co

OF DUBLIN

FROM ALL POINTS IN TEXAS. We mean business, want more people, have gilt-edged

property, it's for sale, and don't care AND WHAT AM OFFERED FOR OFFERED FOR

LAND and TOWN PROPERTY

August 6th and 7th, 1891. AT -:- DUBLIN, -:- TEX.

THO KNOWS IT!

ADDRESS OR CALL ON

DUBLIN LAND & IMPROVEMENT CO.

Dublin, Texas,

JOHN HOWARD, Pickwick Hotel.

IN THE TERRITORY.

Copyright Applied For.

A LITTLE BOY KILLED BY A LO-COMOTIVE ENGINE.

Officers Think They Have the Notorious Horse Thief, Sam Allen-Reports from the lutraders-Militia Camp.

The Intruder Situation. Special to the sazette.
Automore, I. T., July 12,—The committee

sent by the citizens of Ardmore to t camps of the roops and militia Thursd to investigate matters and report what th body was doing returned to this city last night, and their statement of the situation substantiates the reports as given in The GAZETE from day to day. They found the militia and troops camped near Velma, about forty-five miles northwest of Ardmore. The Indian militia had lately been reinforced by sixty two new recruits, and now numbers 1; persons, not including officers. On Thurlay thirty-three families who had been ar day thirty-three families who had been ar rested as intruders were sert from camp under military escort to be put across Re-river into Texas, and warned not to return to the Territory again. They will cross into Texas near Burlington. Where permits are granted the agent ha-reason to think are illegal or fraudulent, in takes up the permit, gives the holder a re-ceipt for it, and forwards the same to the department at Washington to decide as it its validity. The telegraphic order from Governor Byrd to Permit Collector McLan to issue no more permits has evidently not reached the collector, as he still continues to issue permits to all parties requesting them, except those who held no permits

Think They've Got Him. Special to the Gazette. Meskoger, I. T., July 12.—A man be lieved to be the notorious horse thief Sam Allen was arrested to-day on the river by John West, after an exchange of several shots. The former was wounded in the leg and side. Allen was tried at Fort Smith last winter and given eight years at Detroit. On the way, and when near St. Louis, he with three others, jumped from the train

Special to the Gazette MUSEOGEL, I. T., July 12.-James, son o G. W. Hendrix, twelve years old, was renover and killed here to-day by a switch en-He attempted to jump on and misser

Go to J. P. Woods' for the finest livery and most complete ries in the city.

HOTEL ARRIVALS.

J. Hoscheidt, Topeka, Kan; H. H. Ladd, F. G. Campbell, Eddy, N. M.; S. D. Daveupert, St. Louis; H. W. Carleton, W. Kradmain, Kansas City; Ben Smith, Chicago; P. McGregor, Kansas City; W. I. Bicknell, New York; R. A. Stone, R. H. Downman, St. Louis; B. H. Keyser, E. Seelig, Baltimore; W. S. Dennis, New York; W. D. Lawson, Toxas; John Stafferd, Dallas; F. H. Moss, Boston; A. E. Price, New York; Joe Forst, Galveston; J. C. Gibson, Texa.; Adolph J. Bode, New York; J. M. Cotton, Houston; J. J. Monrose, Waco, W. D. Walsh, E. C. Kobeson, M. C. Houston, St. Louis, Mo; H. T. Keenan, J. S. Carpenter, Chicago. J S Carpenter, Chicago. PICKWICK.

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